

Collisions by Number of Units Involved

While collisions involving a single vehicle occur less frequently than collisions involving multiple vehicles, the resulting injuries are often more severe. Single vehicle collisions were 2.5 times as likely to result in a fatality as multiple vehicle collisions were in 2004. Table 6 shows the number of collisions and injuries for single and multiple vehicle collisions by the severity of the collision and injury. Multiple vehicle collisions include collisions between more than one motorized vehicle and collisions between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Table 6				
Collisions and Injuries by Number of Vehicles Involved: 2004				
Type of Collision	Single Vehicle		Multiple Vehicles	
	Collisions	Injuries	Collisions	Injuries
Fatal	130	137	110	123
Serious Injury	539	681	745	986
Visible Injury	1,245	1,670	1,968	2,856
Possible Injury	1,464	2,081	3,882	6,460
Property Damage	5,704		12,545	
Total	9,082	4,569	19,250	10,425

In 2004, single-vehicle collisions represented only 32% of all collisions, yet accounted for 54% of all fatal collisions. Of the 130 fatal single-vehicle collisions, 112 (or 86%) occurred on rural roadways.

Of the 110 multiple-vehicle fatal collisions, 18 involved a pedestrian, 3 involved a bicyclist, and 2 involved a train.

Only 36% of all fatal collisions involved two or more motor vehicles. Of the 110 fatal multiple-vehicle collisions, 81 (or 74%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle collisions, contributing to more than 1 out of every 3 collisions. Speed also contributed to 7% of all multiple-vehicle collisions.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/distraction contributed to 1 out of every 4 collisions involving two or more vehicles and 1 out of every 5 collisions involving a single vehicle. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle collisions, contributing to 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 11% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Collisions – Contributing Circumstances: 2004

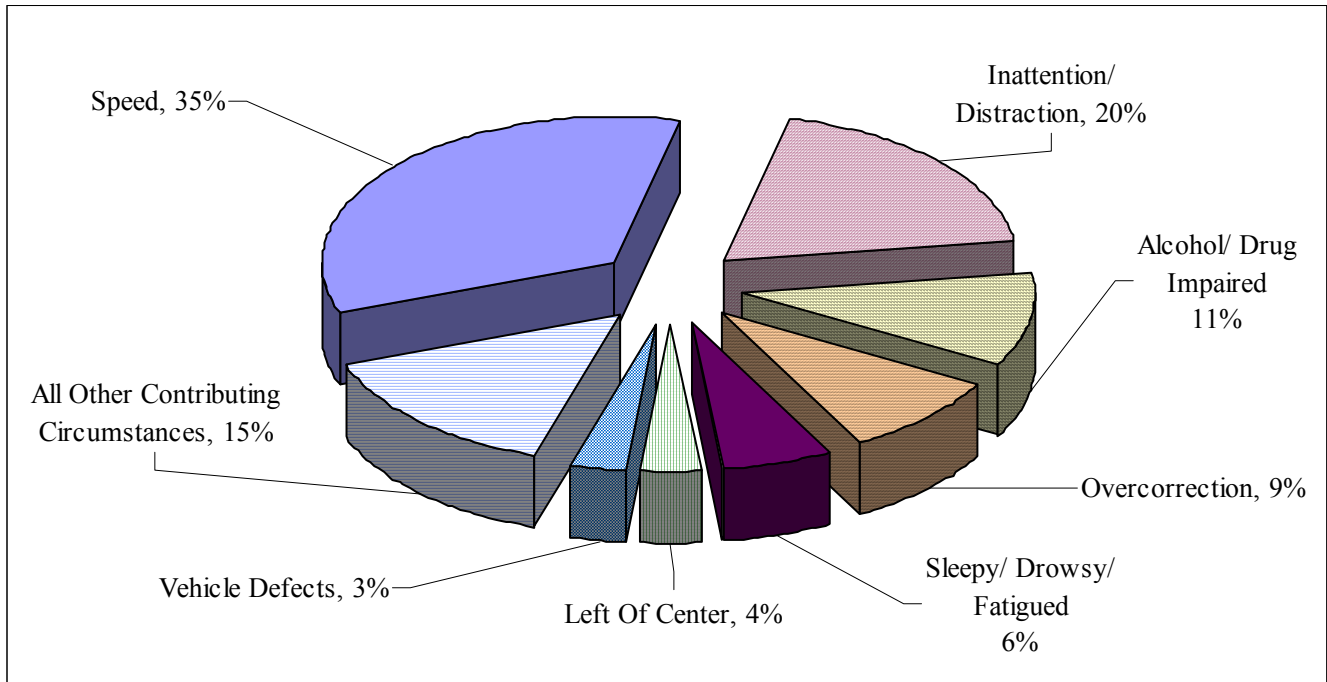


Figure 4
Multiple-Vehicle Collisions – Contributing Circumstances: 2004

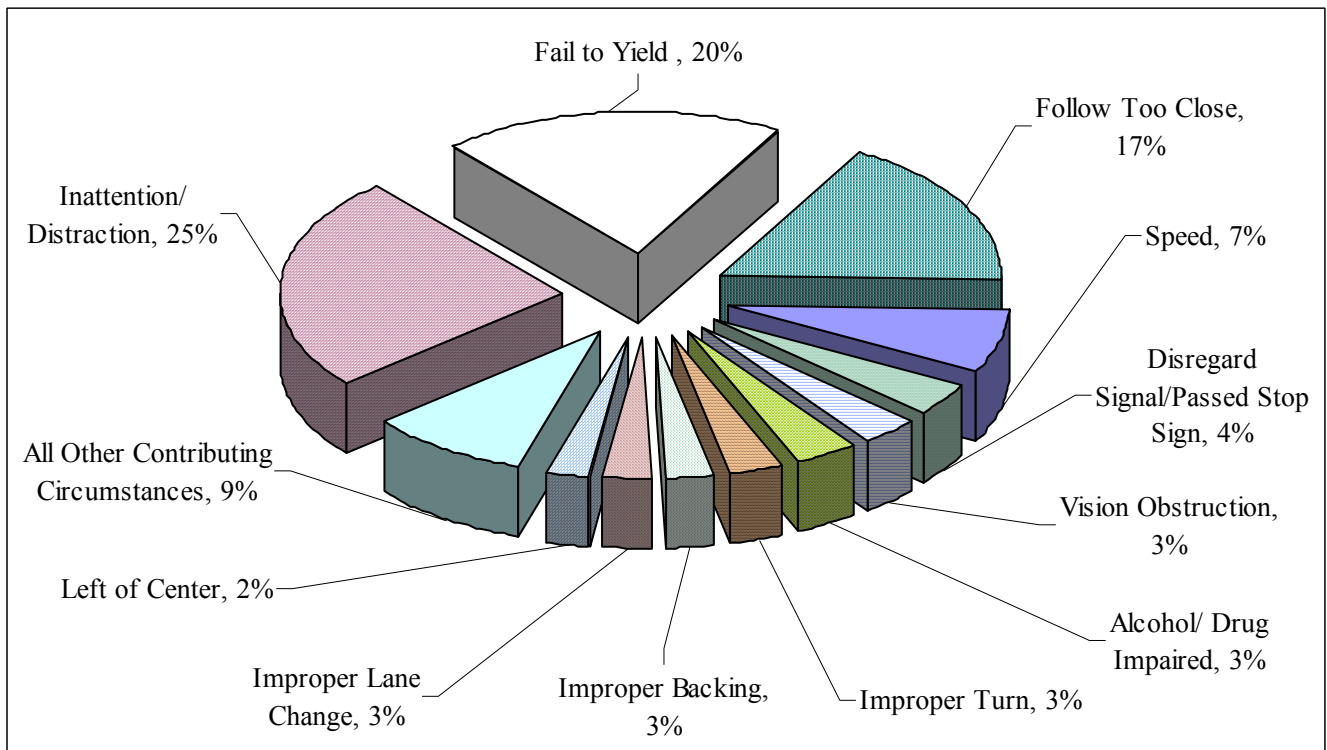


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

Table 7 Most Harmful Event for Fatal Single and Fatal Multiple Vehicle Collisions: 2004	
Single-Vehicle Collisions	Multiple-Vehicle Collisions
Overturn (72.3%)	Head On (20.3%)
Embankment (5.4%)	Angle (14.9%)
Immersion (5.4%)	Pedestrian (14.9%)
Tree (4.6%)	Side Swiped Opposite (9.1%)
Ditch (3.1%)	Angle - Turning (6.2%)
Luminaire/Light Support (2.3%)	Parked Vehicle (5.8%)
Domestic Animal (1.5%)	Side Swiped - Same Direction (5.4%)
Fence (1.5%)	Head On - Turning (5.0%)
Other Object - Not Fixed (1.5%)	Rear End (4.1%)
Bridge Pier (0.8%)	Overturn (2.5%)
Guardrail End (0.8%)	Bicyclist (2.5%)
Other Object - Fixed (0.8%)	Fire (1.7%)
	Same Direction - Turning (1.7%)
	Train (1.7%)
	Other (1.2%)
	Rear End - Turning (0.8%)
	Utility Pole (0.8%)
	Embankment (0.4%)
	Other Object - Fixed (0.4%)
	Other Non-Collision (0.4%)
<p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2004, there were 241 units involved in the 110 fatal multiple vehicle collisions.</p>	

Overturn was the leading most harmful event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 72% of the single vehicle fatalities and 37% of all fatalities in 2004.

Of the 97 people killed in single-vehicle rollovers, 29 (or 30%) were wearing seat belts. Of the 68 people who were killed in single-vehicle rollovers and not wearing a seat belt, 63 (or 93%) were totally or partially ejected from their vehicle.